



THE CITY OF REDMOND
PUBLIC WORKS DEPARTMENT

MEMO TO: City Council

FROM: Rosemarie Ives, Mayor

DATE: January 4, 2005

SUBJECT: **BUSINESS TAX/TRANSPORTATION IMPROVEMENT (BT/TI) COMMITTEE
RECOMMENDATIONS**

I. RECOMMENDED ACTION

Move to approve BT/TI Committee recommendations for expenditure of business tax revenues, as approved by the committee on October 6, 2004.

II. DEPARTMENT CONTACT PERSONS

Don Cairns, Transportation Services Manager	556-2834
Gloria Newby, Program Administrator	556-2442

III. DESCRIPTION

New Projects Recommendation Process: After careful consideration of all the unfunded projects and programs in the Six-year Transportation Improvement Program (TIP), the Business Tax/Transportation Improvements (BT/TI) Committee is now prepared to make recommendations to City Council on expending approximately \$4,224,000.

The committee conducted a series of meetings beginning in March, 2004. The committee started by reviewing past Public Works and Planning projects that have been funded with BT/TI allocation funds. Subsequent meetings covered an extensive review of potential projects and the committee selected the project/program list for funding consideration.

There was a staff overview of each of the candidate projects along with questions from committee members followed by discussion. The ratings process was reviewed and discussed. A majority of voting members on the committee proceeded to rate the projects. The final ranking was a "blind process" since each member voted independently. Staff tabulated the results. This final scoring and ranking was discussed, and developed into a recommendation.

The committee has decided to recommend allocation of the remaining 2001-2004 funds to eight projects representing a blend of capital projects and transportation demand management (TDM) programs. Funding for these eight projects totals approximately

\$4,224,000. The recommended projects are listed below in ranked order based on the scoring. A more detailed description of each project is included in Attachment A.

- ☐ Union Hill Road widening (Phase 2) \$1,500,000
- ☐ LEAP \$150,000
- ☐ TDM demonstration \$600,000
- ☐ NE 85th Street rechannelization \$329,000*
- ☐ NE 65th Street & East Lake Sammamish Parkway intersection improvement \$375,000
- ☐ West Lake Sammamish Parkway NE capacity improvements \$400,000
- ☐ Redmond Way additional lanes \$570,000
- ☐ 164th Avenue NE rechannelization \$300,000 *

*Combined into one project by the committee.

IV. IMPACT

A. Service/Delivery:

Approving the recommendations of the BT/TI Committee for expenditure of the remaining unallocated business tax revenues will allow the City to continue to improve transportation capacity and Transportation Demand Management (TDM) projects.

B. Fiscal:

The unallocated business tax funds will be distributed as follows:

PROJECT/PROGRAM NAME	TOTAL COST	CUMULATIVE COST
Union Hill Road widening (Phase 2)	\$1,500,000	\$1,500,000
LEAP	\$150,000	\$1,650,000
TDM demonstration	\$600,000	\$2,250,000
NE 85 th Street rechannelization	\$329,000	\$2,579,000
NE 65 th Street & East Lake Sammamish Parkway intersection improvement	\$375,000	\$2,954,000
West Lake Sammamish Parkway NE capacity improvements	\$400,000	\$3,354,000
Redmond Way additional lanes	\$570,000	\$3,924,000
164 th Avenue NE rechannelization	\$300,000	\$4,224,000

Summary of 2001-2004 Allocated Funds and Projected Revenues:

Allocated Funds

Previously approved list of business tax projects	\$ 9,907,000
Current list of proposed projects	<u>4,224,000</u>
Total	\$14,131,000

For more information about the business tax and the BT/TI Committee, please reference the following link: <http://www.ci.redmond.gov.us/insidecityhall/finance/btti/>.

V. ALTERNATIVES

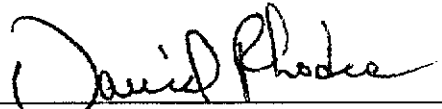
- A. Approve the recommendations.
- B. Consider other allocations of business tax revenues. Failure to approve the recommendations will result in a lack of funds to move the projects noted above forward.

VI. TIME CONSTRAINTS

Timely approval of the recommendations for expenditure of funds is necessary for the City to proceed on the above listed projects.

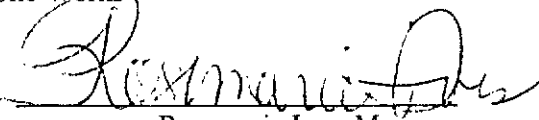
VII. LIST OF ATTACHMENTS

- A. Business Tax/Transportation Improvement (BT/TI) Rank Order (Voting process)
- B. Project Descriptions for this Allocation
- C. BT/TI Allocation to Projects
- D. July 19, September 27, and October 6, 2004 Meeting Minutes



David Rhodes, Director of Public Works

12-17-04 (KH)
Date

Approved for Council Agenda 

Rosemarie Ives, Mayor

12/17/04
Date

ATTACHMENT A

12/17/2004

BTTI AVERAGES

WEIGHTING OF CRITERIA												74.52			
	Reduce congestion/maintain or improve LOS	Deals with near term needs (existing system shortfalls)	Balances congestion and new construction (concurrency)	Interfaces with long-term solutions	Compatible with regional transportation systems	Supports economic development of City	Comprehensive cost/benefit feasibility	Leverages funds with other sources	Reduce SOV	Reduce VMT	TOTAL	Ranking	Cost	Cumulative Cost	Name of Project
Union Hill Road Widening Phase 2 (construction)	87.75	66.42	56.25	65.25	44.28	60.00	46.88	74.25	22.33	22.33	546	1	\$1,500,000	\$1,500,000	Union Hill Road Widening Phase 2 (construction)
LEAP (construction)	73.13	66.42	67.50	65.25	44.28	60.00	56.25	61.88	15.95	15.95	526.60	2	\$180,000	\$1,680,000	LEAP (construction)
TDM Demonstration Programs/New Initiatives (program)	73.13	29.52	26.25	54.38	55.35	60.00	37.50	57.75	57.42	57.42	508.71	3	\$600,000	\$2,280,000	TDM Demonstration Programs/New Initiatives
NE 85 Street Rechannalization (construction)	87.75	66.42	45.00	65.25	33.21	72.00	46.88	28.88	22.33	22.33	490	4	\$329,000	\$2,579,000	NE 85 Street Rechannalization (construction)
NE 65 Street and East Lake Sammamish Parkway Intersection Improvement (construction)	87.75	55.35	56.25	54.38	55.35	48.00	46.88	49.50	15.95	12.76	482	5	\$375,000	\$2,954,000	NE 65 Street and East Lake Sammamish Parkway Intersection
West Lake Sammamish Parkway NE Capacity Improvements (construction)	87.75	55.35	45.00	43.50	55.35	48.00	37.50	74.25	12.76	12.76	472	6	\$400,000	\$3,354,000	West Lake Sammamish Parkway NE Capacity Improvements
Redmond Way (SR 202) Additional Lanes, Stage II (construction)	87.75	55.35	45.00	54.38	66.42	36.00	34.38	49.50	12.76	9.57	451	7	\$570,000	\$3,924,000	Redmond Way (SR 202) Additional Lanes,
Redmond Intelligent Transportation System - RITS (construction)	87.75	55.35	33.75	65.25	44.28	48.00	43.75	28.88	12.76	22.33	442	8	\$2,400,000	\$6,324,000	Redmond Intelligent Transportation System -
Workforce Options Transportation (program)	48.75	29.52	22.50	36.25	44.28	40.00	28.13	57.75	47.85	47.85	403	9	\$400,000	\$6,724,000	Workforce Options Transportation (program)
164 Avenue NE Rechannalization (construction)	73.13	51.66	41.25	54.38	29.52	60.00	37.50	12.38	9.57	9.57	379	10	\$300,000	\$7,024,000	164 Avenue NE Rechannalization (construction)
Bear Creek Parkway Extension (final design)	73.13	33.21	22.50	39.88	55.35	60.00	25.00	33.00	12.76	22.33	377	11	\$2,000,000	\$9,024,000	Bear Creek Parkway Extension (final design)
NE 24 Street and 148 Avenue NE Intersection Widening (final design)	58.50	40.59	22.50	39.88	44.28	40.00	37.50	61.88	9.57	9.57	364	12	\$550,000	\$9,574,000	NE 24 Street and 148 Avenue NE Intersection Widening (final design)
Downtown East-West Corridors (preliminary design)	58.50	29.52	18.75	65.25	44.28	72.00	18.75	12.38	12.76	12.76	345	13	\$750,000	\$10,324,000	Downtown East-West Corridors (preliminary design)
													\$10,324,000		

BUSINESS TRANSPORTATION TAX IMPROVEMENTS COMMITTEE PROJECT DESCRIPTION

PROJECT NAME: Union Hill Road Widening Phase 2

REQUEST: \$1,500,000

REFERENCE: #C14

PROJECT DESCRIPTION: Construct additional roadway capacity, bicycle lanes, sidewalks and street lighting. Upgrade to current standards the traffic signal systems & add Transit Priority Systems @ the Union Hill Road / Avondale Road and @ Union Hill Road / 178th Place NE. This project includes reconstruction of the deteriorating pavement on Union Hill Road, from Avondale Road to 178th Pl. NE.

The project scope will also likely include additional upgrades to the electronic traffic management system (Redmond Intelligent Transportation System – RITS) along the Avondale Road corridor and Novelty Hill Road corridor in cooperation with King County and the WSDOT.

TRANSPORTATION PROBLEMS SOLVED: Adds capacity along this section of Union Hill Road, reducing congestion & delay, deploys electronic traffic management into three significant corridors, and generally increases mobility for people and goods in a significant sub-area.

PROJECT ELEMENTS:

MOBILITY: Reduces congestion improving the Level of Service from F to C. In addition, the Transit Priority Systems would improve transit speed, reliability and ridership.

COMMUNITY: Improves access to Downtown Redmond businesses & the Bear Creek Park-and-Ride. In addition, the project, improves pedestrian safety by completing the sidewalk system along this section of Union Hill Road.

FINANCIAL: Improves critical access to Downtown Redmond from southeast Redmond. The southeast Redmond business community should be able reduce transportation costs.

COST/BENEFIT: Request \$1,500,000 from business tax allocation for construction of the improvements. The total project cost for Union Hill Road Phase II is \$2,400,000 and the City has recently submitted a grant application to the TIB to complete the funding for Union Hill Road. The business tax funds will provide the local matching funds if the grant is successful. The grant request also includes RITS improvements to Avondale Road and transit enhancement elements in the vicinity.

BARRIERS: The project requires the purchase of approximately \$500,000 in ROW.

NOTES: The intersection of Union Hill Road / Avondale Road is at LOS F and will continue to be a critical bottleneck along both corridors. We recommend a high priority to this project for two reasons:

1. The transportation system of this subarea is not presently operating at an acceptable level of service. This project directly addresses a roadway segment that will be presenting an obvious physical capacity constraint (bottleneck) at the conclusion of the ongoing Phase 1 project.
2. There is presently a logical opportunity to develop this project concurrently to the adjacent transportation projects under design (RITS, 520 Interchange Phase 3, transit facilities).

Business Tax Committee – Request for Additional Funding

Funding Request and Project Schedule.

Staff is requesting the addition of \$150,000 from Business Tax funds to complete the funding needed to construct the projects in this program. Of the total planned 22 LEAP projects, five projects have been completed, and 13 projects are currently under construction as part of other contracts. Six projects designed by Parsons Brinckerhoff were awarded on July 27th, three projects are being constructed as part of the 2004 sidewalk program (awarded July 6th), two are being constructed as part of the Redmond Way Access Project (awarded April 6), one is being constructed as part of the 2004 Overlay Project (scheduled for award on July 27th), and one is currently being implemented by City staff with the help of an outside consultant.

Three projects remain for design and construction. Without additional funds, those projects will not be able to move forward.

Project History

- The program started in Fall 2002 - BT/TI and City Council approved \$1 million in funding for the LEAP program
- Fall 2002 – program developed screening criteria and narrowed list of projects for conceptual design
- Summer 2003 – program further refined projects and began final design of numerous projects
- Summer 2004 – construction underway on the majority of projects

Project Expenditures

See attached project budget.

Reasons for Funding Increase:

The main driver behind the request for additional funding is the increased costs to construct the three projects under construction as part of the 2004 Sidewalk Program. The final costs are significantly higher than originally anticipated due to changes in scope to meet City requirements for temporary sidewalks. The LEAP subcommittee met in March to discuss the projects and decided that the sidewalk improvements were important and should be fully funded despite the increase in cost.

Construction costs for some of the other LEAP projects also increased slightly due to the addition of equipment upgrades to meet current standards, the cost of traffic control, and an increase over the original estimate to make improvements around the Bella Bottega site due to the costs of providing power, and reconstructing curb ramps to meet ADA requirements.

In addition, more projects were planned than could be built for the original budget, when conceptual estimates were revised.

The following projects are currently beginning the design phase:

- 148th Ave NE Fire Station emergency signal modification to allow for a pedestrian phase
- Rechannelization of NE 90th between 160th and 164th
- Signal rephrasing at multiple locations

Project Funding

Additional Funding Request	\$ 150,000
Total Proposed Business Tax funds	\$1,150,000

Contacts:

Don Cairns/Transportation Division Manager	(425) 556-2834
Jeanne Koetje/Project Engineer	(425) 556-2887

LEAP Accounting September 2004

Budget **\$1,000,000**

City Staff Time

All LEAP projects	\$40,000	\$40,000
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Design Expenditures

Project Description	Spent	Original Est
2004 Sidewalk design	\$30,000	\$30,000
Cle/168th ped signal design	\$26,000	\$30,000
PB conceptual design	\$50,786	\$50,786
PB final design	\$92,308	\$92,308
PB surveying	\$30,035	\$20,000
In-pavement lights survey	\$6,300	\$6,300
subtotal	\$235,429	\$229,394

Completed Project Expenditures

LEAP #	Project Description	Spent	Original Est
6	164/83 split phase	\$13,567	\$15,000
26	WLSP/BelRed Road	\$0	\$5,000
105	Target/Fred Meyer signal rephase	\$1,492	\$5,000
110	158/85 ped jump	\$16,020	\$16,500
116	Willows rechan	\$4,000	n/a
	subtotal	\$35,079	\$41,500

On-Going Project Expenses

LEAP #	Project Description	Current Est	Original Est
2	2004 sidewalk - 160th constr	\$61,000	\$32,000
2B	2004 sidewalk - 165th constr	\$120,000	\$24,000
101/108	2004 sidewalk - 79/168th constr	\$105,000	\$105,000
13,30	PB Bid - 79/Av Wy, Willows/Red Wy constr	\$45,000	\$28,000
19,31	PB Bid - Leary/159, Cleveland/164 constr	\$79,000	\$130,000
104/107	PB Bid - In-pavement lights constr	\$84,000	\$50,000
18/38	Cleveland/168 ped signal constr	\$110,000	\$100,000
100	Signal retiming - 85th, 40th	\$30,000	\$40,000
111	2004 Overlay - 90th/Willows design/constr	\$5,000	\$5,000
	subtotal	\$639,000	\$514,000
	remaining budget	\$50,492	\$175,106

Planned Project Expenses

LEAP #	Project Description	Cost Est	Original Est
5	90th/164th design/constr	\$50,000	\$50,000
117	148th signal modification	\$100,000	\$75,000
118	Signal phasing changes	\$20,000	\$20,000
	subtotal	\$170,000	\$245,000
	Program Budget	-\$119,508	-\$69,894
	<i>additional funding needed = budget + 15%</i>	<i>\$137,434</i>	

BUSINESS TRANSPORTATION TAX IMPROVEMENTS COMMITTEE

PROJECT DESCRIPTION

PROJECT NAME: TDM Demonstration Programs/New Initiatives

REQUEST: \$600,000 (\$150,000 per year)

REFERENCE: Recently collected zip code data show that a substantial proportion of employees who live in Redmond also work within the City's boundaries. Overall, approximately half of the employees working in Redmond either live in Redmond or a neighboring jurisdiction and have relatively short commute distances of ten miles or less. Furthermore, much of the transit service to Redmond employment centers is oriented to serve destinations well outside the city of Redmond and has not focused on short distance circulation. While transit service to Redmond employment sites is improving, it still emphasizes transit as an option for people who commute from outside the city.

PROJECT DESCRIPTION: This program advances trip reduction efforts to achieve the city-wide goal of 30% mode split through development of new TDM initiatives including origin-based programs (residential emphasis) and last/first mile concept (origin/destination links to transit centers). These initiatives include: working together with local employers to leverage infrastructure improvements (e.g., transit centers and shuttle systems) and incentive programs to increase system linkages, integration and use; expanding outreach, support, and marketing efforts that target commuters who reside in Redmond.

TRANSPORTATION PROBLEMS SOLVED: Fill gap in service by providing local transit links.

PROJECT ELEMENTS:

MOBILITY: Mobility would be improved by completing important missing links in the transportation network, thereby increasing access to alternative transportation modes and will also provide additional local service to citizens who do not drive.

COMMUNITY: Increased access to jobs and job-related activity areas.

FINANCIAL: Increased ability to leverage county, state and federal grant funding to implement first/last mile programs. Reduced need for employers to develop ad hoc solutions on site to address system issues.

ENVIRONMENTAL: Air quality and the environment as a whole would be improved by reduced single occupant vehicle use.

COST/BENEFIT: \$150/participant/year, with a goal of 1,000 participants each year. (approximately 468,000 total trips per year)

BARRIERS:

BUSINESS TRANSPORTATION TAX IMPROVEMENTS COMMITTEE
PROJECT DESCRIPTION

PROJECT NAME: NE 85th Street Rechannelization (design and construction)

REQUEST: \$400,000

REFERENCE: TIP #S33, Downtown Transportation Master Plan

PROJECT DESCRIPTION: Design and construct channelization improvements on NE 85th Street from 154th Ave NE to 166th Ave NE to make it operate more efficiently and safely. The current street is channelized as a 4-lane road with bike lanes. The rechannelization would provide for 2 travel lanes, a continuous turn lane, parallel parking lanes on both sides, bike lanes on both sides, and bulb outs at some intersections, and "pocket" landscaped medians where appropriate. The project also includes traffic improvements in front of the Redmond Post Office and Fire Station 11.

TRANSPORTATION PROBLEMS SOLVED: Provides for on-street parking on a central downtown street with adjacent businesses, improves traffic flow through intersections by allowing concurrent turning movements rather than split-phased movements, and improves aesthetics along the corridor.

PROJECT ELEMENTS:

MOBILITY: Improves level of service in the downtown corridor. Initial analysis indicates significant improvement in level of service during off-peak hours and maintenance of service levels in the PM peak from the 3-lane section. Storage will be provided for left turning traffic into and out of the Post Office from both directions on 85th Street.

COMMUNITY: Improves access and safety along the corridor. 4-3 lane conversions typically reduce the number of collisions on a corridor because conflicting movements are reduced by the reduction in through lanes and addition of the two-way left turn lane between intersections and opposing left turn pockets at intersections. In addition, the conversion improves access to street-front businesses, provides new on-street parking, and provide loading areas in front of the multi-family residential that will not block bike and traffic lanes.

FINANCIAL: This program would support economic development in the mixed-use developments surrounding the corridor by improving the transportation system and allowing better access to businesses.

ENVIRONMENTAL: Little impact is anticipated.

COST/BENEFIT: This \$400,000 project should produce a high cost/benefit ratio by utilizing the existing transportation infrastructure to improve mobility and economic development in the city. This project is currently unfunded.

BARRIERS: This project will involve extensive public outreach prior to the rechannelization.

NOTES: Further traffic analysis for the corridor is being done as part of a signal-retiming project currently funded by the LEAP program. The initial step for this project will include the completion of a facility plan (preliminary design) for NE 85th Street, as specifically required in the City's Comprehensive Plan. Following approval by the Planning Commission and City Council, the project will move to final design and construction.

BUSINESS TRANSPORTATION TAX IMPROVEMENTS COMMITTEE

PROJECT DESCRIPTION

PROJECT NAME: NE 65th Street and East Lake Sammamish Parkway Intersection Improvement (design and construction)

REQUEST: \$375,000

REFERENCE: TIP #C36

PROJECT DESCRIPTION: Design and construct improvements on East Lake Sammamish Parkway from NE 62nd Street to NE 65th Street. This project involves the reconstruction of East Lake Sammamish Parkway in the vicinity of NE 65th to match the street sections north and south of the area that were constructed by WSDOT and a private development, respectively. Improvements include the addition of sidewalk, addition of a second northbound through lane, an updated traffic signal system, a landscaped median south of NE 65th, and modification of the existing curve elevation.

TRANSPORTATION PROBLEMS SOLVED: Provides for improved intersection operations at the NE 65th intersection and adds sidewalks that will tie into sidewalks north and south of the project area.

PROJECT ELEMENTS:

MOBILITY: Eliminates a bottleneck created by completion of upcoming SR 202 improvements to the north and the existing improvements south of the intersection. These improvements will reduce congestion and improve intersection efficiency in the southeast Redmond area. The project also improves non-motorized access into the downtown.

COMMUNITY: Improves access to businesses in both southeast Redmond and downtown. This is an important corridor linking Redmond with Sammamish and Issaquah.

FINANCIAL: This program would support economic development in southeast Redmond and downtown by improving the transportation system and allowing better access to businesses.

ENVIRONMENTAL: Little impact is anticipated.

COST/BENEFIT: Request \$375,000 from business tax allocation funds for preliminary and final design, right-of-way acquisition, and project construction that will complete funding for this project. The City will be receiving federal grant money to assist with the construction of this project along with funds from a private developer and the City's Pavement Management program to provide the remainder of the funds. Total project cost based on conceptual engineering is \$1.1 million. Total expected funding from other sources is \$728,000.

BARRIERS: Right-of-way acquisition is needed to widen the roadway through the NE 65th Street intersection.

NOTES: Coordination of project timing with WSDOT SR-202 project and the City's overlay project south of this area on ELSP is needed.

BUSINESS TRANSPORTATION TAX IMPROVEMENTS COMMITTEE PROJECT DESCRIPTION

PROJECT NAME: West Lake Sammamish Parkway NE Capacity Improvements (design and construction)

REQUEST: \$400,000 – West Lake Sammamish Parkway from NE 51st Street to Bel-Red Road
 Preliminary Design
 \$1,800,000 – NE 51st Street and West Lake Sammamish Parkway Intersection
 Improvements Design and Construction
 \$2,200,000 – Total

REFERENCE: TIP #C20, BROTS #011.1 and 031, 1999 BROTS Update, and 2004 City of Redmond BROTS Project Evaluation and Review Study

PROJECT DESCRIPTION: Project would perform a preliminary design for the section of West Lake Sammamish Parkway from NE 51st Street to Bel-Red Road. This preliminary design would include a public process to determine how best to improve this section of the corridor, in particular an alternative would be selected for widening the intersection of Bel-Red Road and West Lake Sammamish Parkway to reduce delay. The street cross section between NE 51st Street and Bel-Red Road is proposed to include one through lane in each direction, improved accommodation of left turns by providing center turn lanes at selected locations, and improved facilities for nonmotorized users in the corridor.

The project would also complete design and construction of intersection improvements to the south of the NE 51st Street intersection. The planned improvement would include add a second southbound lane on West Lake Sammamish Parkway from NE 51st Street to NE 50th Street, taper the two southbound lanes to one southbound lane between NE 50th Street and NE 50th Way, reconfigure the existing southbound-to-westbound right-turn only lane to a through-lane and realign the existing bike lane. This project is included in the BROTS Interlocal Agreement.

TRANSPORTATION PROBLEMS SOLVED: The project will improve intersection operations, reduce traffic queues, improve existing and add new nonmotorized facilities, and improve access to transit.

PROJECT ELEMENTS:

MOBILITY: Improves traffic flow on major connection between Downtown and Overlake. Traffic modeling and operational analysis of this intersection forecasts that NE 51st Street and West Lake Sammamish Parkway currently operates at level of service (LOS) B during the PM peak hour, but will be at LOS F by 2015 if no improvements are made. If the additional southbound through lane is added the 2015 LOS is forecasted maintain a LOS of B. Traffic modeling and operational analysis for the Bel-Red Road and West Lake Sammamish Parkway intersection forecast that it will operate at LOS E in 2015 if no improvements are made. A variety of options have been identified to improve the LOS at this intersection but further analysis and work with the community needs to be done before an alternative is selected.

COMMUNITY: Helps maintain concurrency in Overlake and implements a BROTS project. Continued improvements in this corridor are a logical continuation of projects that have already been completed on West Lake Sammamish Parkway.

FINANCIAL: 19.3% of the project cost for widening at NE 51st Street and West Lake Sammamish Parkway will be reimbursed by Bellevue per the BROTS Interlocal Agreement. The

preliminary design for the corridor will provide additional information that will help the City compete more effectively for additional grant funds to complete the corridor.

ENVIRONMENTAL: Improves pedestrian safety by providing additional sidewalks and enhancing the safety of the pedestrian crossing at 51st. A stream crossing through an existing culvert under West Lake Sammamish Parkway is located immediately north of NE 50th Way. Approximately 900 feet of overhead utilities will need to be undergrounded and/or relocated due to the proposed road widening south of NE 51st Street.

COST/BENEFIT: The BROTS Project Evaluation and Review Study final report identified this \$2,200,00 project as a high priority relative to other BROTS projects because of its potential to improve traffic flow and enhance the pedestrian and biking environment in the area.

BARRIERS: The area to the east of West Lake Sammamish Parkway is within designated wetland and/or Sammamish River buffer zones, therefore roadway widening will need to take place on the west side. Retaining walls and steep slopes on the west side of the roadway will pose a challenge and it is anticipated that the acquisition of additional right-of-way on the west side of West Lake Sammamish Parkway will be met with reluctance.

**BUSINESS TRANSPORTATION TAX IMPROVEMENTS COMMITTEE
PROJECT DESCRIPTION**

PROJECT NAME: Redmond Way (SR 202) Additional Lanes, Stage II

REQUEST: \$1,000,000

REFERENCE: #C37

PROJECT DESCRIPTION: This project is stage two of WSDOT's two stage major road widening project from SR 520 to Sahalee Way. The total cost of stage two is \$10 million. Redmond's contributions to the \$10 million project will result in a planter strip on each side of the roadway, the installation of a new traffic signal and a westbound right-turn lane at 187th Ave. NE, median landscaping, the additional southbound lane on an adjacent portion of East Lake Sammamish Parkway, additional pavement width for bike lanes on widened side streets, the illumination of SR 202 as well as the side streets, and utility undergrounding.

TRANSPORTATION PROBLEMS SOLVED: SR 202 is a heavily traveled corridor in this region experiencing increased traffic levels requiring major road widening improvements as identified by WSDOT. This project is essential for traffic safety as well as increased capacity improvements.

PROJECT ELEMENTS:

MOBILITY: Increasing the capacity of SR 202 by adding an additional lane in both directions will reduce congestion. Installing a new traffic signal and westbound right-turn lane at 187th Ave. NE will reduce congestion, increase mobility along this section of the SR 202 corridor, and remove the recent restriction on through and left-turn movements across or onto the State Highway. The reintroduction of full movements at this intersection would open the 187th-188th Ave. NE corridor to East Lake Sammamish Parkway for more efficient travel.

COMMUNITY: Improved sight distance and the addition of new lanes, turn lanes, signals, signage, medians & lighting will improve safety by reducing the number of collisions along this section of SR 202. Constructing sidewalks, bicycle lanes and lighting upgrades will increase safety for drivers, bicyclists and pedestrians.

FINANCIAL: Improves critical access to Downtown Redmond from southeast Redmond. Transportation costs savings should be realized for all travel on the SR202, East Lake Sammamish Parkway, and 187th-188th Avenue corridors.

COST/BENEFIT: Request \$1,000,000 from business tax allocation for construction of the improvements. Redmond's financial responsibility for the project is approximately \$3,000,000 for the \$10,000,000 project. The business tax funds would complete Redmond's funding responsibilities for the project.

BARRIERS: The project requires the purchase of additional ROW.

NOTES: Stage One construction begins fall 2004 & Stage Two construction begins spring 2005.

BUSINESS TRANSPORTATION TAX IMPROVEMENTS COMMITTEE

PROJECT DESCRIPTION

PROJECT NAME: 164th Avenue NE Rechannalization (design and construction)

REQUEST: \$300,000

REFERENCE: TIP #S34, Downtown Transportation Master Plan

PROJECT DESCRIPTION: Design and construct channelization improvements on 164th Avenue NE from Cleveland Street to NE 87th Street to make it operate more efficiently and safely. The majority of the current street is channelized as a 4-lane road, with non-standard intersection configurations at NE 85th Street and at NE 80th Street. The rechannalization would provide for one through lane in each direction, a continuous two-way left-turn lane, and bike lanes on both sides. The section south of NE 80th Street will remain similar to the existing configuration, but may include bulb-outs where appropriate.

TRANSPORTATION PROBLEMS SOLVED: Provides for bike lanes as designated on the bike network concept from the Downtown Transportation Master Plan, improves traffic flow through intersections by allowing concurrent turning movements rather than split-phased movements, and improves aesthetics along the corridor.

PROJECT ELEMENTS:

MOBILITY: Reduces congestion and improves overall corridor travel and intersection efficiency in the downtown area. The parallel 166th corridor conversion from 4-3 lanes has demonstrated the effectiveness of converting an existing 4 lane street with traffic signals. It improves separation for pedestrians from cars with the addition of bike lanes or parking, access to and from driveways is improved with the added separation and two-way left turn lanes.

COMMUNITY: Improves access and safety along the corridor. 4-3 lane conversions typically reduce the number of collisions on a corridor because conflicting movements are reduced by the reduction in through lanes and addition of the two-way left turn lane between intersections and opposing left turn pockets at intersections.

FINANCIAL: This program would support economic development in the downtown by improving the transportation system and allowing better access to businesses.

ENVIRONMENTAL: Little impact is anticipated.

COST/BENEFIT: This project should produce a high cost/benefit ratio by utilizing the existing transportation infrastructure to improve mobility and economic development in the city. This project is currently unfunded.

BARRIERS:

NOTES: This project would consist of a preliminary design that considers final improvements to the 164th Avenue NE corridor (including utility under grounding, sidewalk configuration, etc) so that any rechannalization will fit with the future roadway design. Following preliminary design, a rechannalization project would move forward to final design and construction.

BTI Allocation to Projects

PUBLIC WORKS

1997-2000 CAPITAL IMPROVEMENTS	Business Tax Funding
90th Street Improvements	\$ 5,000,000
NE 40th & 150th Av. Improvements	\$ 200,000
WLSP - 51st to Marymoor	\$ 2,000,000
BROTS	\$ 1,500,000
NE 40th & 148th Av. NE Intersection Impr.	\$ 500,000
Willows Road - 115th to 124th	\$ 350,000
WLSP - Marymoor to Leary	\$ 1,400,000
TOTAL TRANSPORTATION 1997-2000	\$ 10,950,000
<u>Add'l BTI Allocation 8-03-03</u>	
148th Ave Ne Pedestrian Traffic Signals	\$ 60,000
2001-2004 CAPITAL IMPROVEMENTS	Business Tax Funding
WLSP - 51st to Marymoor	\$ 1,000,000
Union Hill Road Widening Phase I	\$ 1,500,000
Willows Road - 115th to 124th	\$ 2,000,000
Redmond Way Access Control	\$ 500,000
LEAP - Localized Efficiency Action Program*	\$ 1,000,000
TOTAL TRANSPORTATION	\$ 4,000,000
<u>Add'l BTI Allocation 11-4-03</u>	
Redmond Way @ NE 76th St Intersection Imp	\$ 300,000
185th Ave NE Extension	\$ 200,000
Bear Creek Parkway Extension	\$ 2,000,000
NE 83rd St Corridor Design/Signal @ 161st Ave NE	\$ 750,000
TOTAL TRANSPORTATION	\$ 3,250,000
<u>Add'l BTI Allocation 3/30/04</u>	
Redmond Way Access Control	\$ 600,000
<u>Add'l BTI Allocation 9/6/04</u>	
Union Hill Road Widening Phase 2	\$ 1,500,000
LEAP	\$ 150,000
NE 85th St Rechannelization	\$ 329,000
NE 65th St and ELSP Intersection Imp	\$ 375,000
WLSP NE Capacity Improvements	\$ 400,000
Redmond Way (SR2020 Additional Lanes	\$ 570,000
164th Avenue NE Rechannelization	\$ 300,000
Total Transportation	\$ 3,624,000
TOTAL TRANSPORTATION 2001-2004	\$ 11,474,000
TOTAL 1997-2004	\$ 22,484,000

PLANNING

1997-2000 TDM	Business Tax Funding
Citywide TDM	\$ 1,055,000
Shuttle	\$ 581,500
BROTS TDM Demo	\$ 218,500
Corridor Vanpool Incentive Program	\$ 150,000
Rideshare Reward Program	\$ 142,424
TOTAL TDM 1997-2000	\$ 2,147,424
<u>BBTIS reallocated to Transp. 6-03-03</u>	
	\$ (60,000)
2001-2004 TDM	Business Tax Funding
Trip Reduction Incentive Program Phase II	\$ 500,000
Citywide Rideshare Incentives	\$ 600,000
Bikestation at Overlake Transit Center	\$ 150,000
TOTAL TDM	\$ 1,250,000
<u>Add'l BTI Allocation 11-4-03</u>	
Business Transp. Resource & Recog. Program	\$ 167,000
Perf. Based Incentive for Commute Trip Reduc.	\$ 500,000
Redmond Parking Mgmt Demonstration	\$ 140,000
Total TDM	\$ 807,000
<u>Add'l BTI Allocation 9/6/04</u>	
TDM Demonstration Programs/New Initiatives (program)	\$ 600,000
Total TDM	\$ 600,000
TOTAL TDM 2001-2004	\$ 2,657,000
Total 1997-2004	\$ 4,744,424

syeger:
resolve-- Show here but the \$
were transferred to
Transportation because the
expenditure were charged to a
transportation project (BROTS
none)

syeger:
from Shuttle

SYEAGER:
BTI Committee
withdrew \$2M on
11/4/03

BUSINESS TAX / TRANSPORTATION IMPROVEMENTS COMMITTEE

MINUTES

July 19, 2004

IN ATTENDANCE: Bill Blackburn, Bill Garing, Linda Hussey, Ty Munger, John Resha, Jim Stanton, Sue Stewart, Steve Whitescarver

STAFF: Karen Bambans, Don Cairns, Gloria Newby, Kim Van Ekstrom, Erika Vandenbrande

Meeting began at 5:35 p.m.

Bill Blackburn welcomed the group.

GENERAL DISCUSSION:

Kim Van Ekstrom discussed the purpose of the BT/TI Committee meetings and provided a review of past actions. She also raised two questions for the group to discuss: Should the group keep the criteria as used in the past? Should the focus of projects considered for potential funding remain on business, or should it include some residential oriented projects?

After discussion by the Committee, it was decided to keep the same criteria and to look at a larger list of projects including some residential to consider for funding. It was also suggested that the group discuss additional funding for LEAP projects. The Committee discussed the issue of project funding requests that might emerge "out of sequence" with the broader array of funding decisions. The Committee agreed that they did not want to entertain project funding requests separately from the list of projects except for those instances where programs (such as LEAP) had already been approved and might need re-funding.

The group then reviewed about 36 unfunded and underfunded projects from the 2004-2009 Transportation Improvement Program (TIP) along with a separate list of new projects proposed for the 2005-2010 TIP. The purpose was to screen and select candidate projects for business tax funding. The Committee selected 18 projects and programs for consideration.

The projects selected are listed below with more information in the attachments. The Committee requested that staff send the list of projects to the group for voting to decide which projects can be removed from the list, as it still needs to be reduced to a more manageable size.

Discussion about new LEAP projects will take place at the September meeting.

ACTION ITEMS:

- ❑ Staff will distribute the summary of suggested projects to the Committee to decide which projects to remove from the list.
- ❑ The Committee will meet again in September.

Meeting adjourned at 7:15 p.m.

Two additional projects (Old Redmond Road and Union Hill Road Phase II) were added to the list by staff because they were not considered at the meeting and are shown as unfunded projects in the recently approved 05-10 TIP. This brings the total to 20.

	PROJECT	FROM	TO
	BIKES AND PEDESTRIANS		
B10	Puget Sound Energy Trail	Sammamish River	Red-Wood Road
B16	SR 520 Bicycle/Pedestrian Bridge at Overlake Transit Center	Overlake Transit Center	SR 520
B19	Puget Sound Energy Trail, Rose Hill Extension	132 Avenue NE	Willows Road
	MAJOR STREET		
C14	Union Hill Road Widening Phase 2	Avondale Road	178 Place NE
C17	Bellevue-Redmond Overlake Transportation Study (BROTS)		
C20	West Lake Sammamish Parkway NE Capacity Improvements	Bel-Red Road	NE 51 Street
C30	Bear Creek Parkway Extension	Leary Way	Redmond Way
C32	Downtown East-West Corridors Preliminary Design Study	Redmond Way	Redmond Way
C33	NE 24 Street and 148 Avenue NE Intersection Widening	NE 24 Street	148 Avenue NE
C37	Redmond Way (SR 202) Additional Lanes, Stage II	E. Lake Sammamish Pkwy	East City Limits (187 Avenue NE)
	MINOR STREET		
C34	148 Avenue NE at Old Redmond Road Intersection Modification	148 Avenue NE	Old Redmond Road
C36	NE 65 Street and East Lake Sammamish Parkway Intersection Improvement	NE 62 Street	NE 65 Street
	SAFETY AND SYSTEM MANAGEMENT		
S16	Old Redmond Road Widening	132 Avenue NE	136 Avenue NE
S26	Redmond Intelligent Transportation System (RITS)		
S33	NE 85 Street Rechannalization	158 Avenue NE	166 Avenue NE
S34	164 Avenue NE Rechannalization	Cleveland Street	NE 87 Street
	TRANSPORTATION DEMAND MANAGEMENT		
M7	Development Required Transportation Mitigation Programs (TMP) Maintenance & Support		
M8	TDM Demonstration Programs/New Initiatives		
M9	Workforce Options Transportation		
M10	Bike Stations, Development and Operations		

BUSINESS TAX / TRANSPORTATION IMPROVEMENTS COMMITTEE

MINUTES

September 27, 2004

IN ATTENDANCE: Bill Blackburn, Linda Hussey, Ty Munger, Jim Stanton, Sue Stewart, Steve Whitescarver, Bob Wikstrom

STAFF: Don Cairns, Gloria Newby, Erika Vandenbrande

Bob Wikstrom was introduced as a new Committee member (citizen representative) appointed by the Mayor. Mayor Rosemarie Ives then addressed the Committee.

GENERAL DISCUSSION:

Staff presented the Committee with project descriptions and vicinity maps. There was a staff overview of each of the candidate projects along with questions from Committee members followed by discussion by the group. The ratings process and chart were reviewed and discussed. It was agreed that the Committee will vote based on the criteria and merits of each project. Since there is about \$4.5 million in available funds to distribute and about \$12.6 million in candidate projects, the final selection and distribution of funds will be discussed and decided at the next meeting. Staff will distribute an electronic copy of the ratings chart to the Committee who will complete and return it as soon as possible for compilation.

ACTION ITEMS:

- ☐ Staff will distribute an electronic version of the project rating sheet to the Committee.
- ☐ The Committee will return the completed rating sheet to staff by the end of the day on Friday, October 1st.
- ☐ The next BT/TI Committee meeting will be held on **Wednesday**, October 6, 2004 from 5:30 – 7:00 in the Technology Center conference room.

BT/TI MEETING NOTES – Wednesday, October 6, 2004

Members Present:

Bill Blackburn
Bill Garing
Linda Hussey
Ty Munger
John Resha
Sue Steward
Robert Wikstrom
Steve Whitescarver

Staff Present:

Don Carins
Gloria Newby
Erika Vandenbrande

Members Absent:

Rick Beason
Clete Casper
Jim Stanton

There was a question regarding how much is available from the BTTI tax for allocation to projects and programs. According to the Finance Department there is \$4,224,000 is on the table to expend. Don Cairns will confirm the amount available including any interest dollars.

Review of project recommendations:

There was a staff recommendation to lower the requested BTTI funds for Redmond Way (SR 202) project to \$570,000 from \$1,000,000.

Design for West Lake Sammamish project is estimated at \$400,000. Staff proposed that this project be phased and fund only the design portion of this \$2,200,000 project at this time. Staff will look for construction funding at a later date which will likely need to include additional business tax funds..

Steve Whitescarver asked if \$329,000 will be enough to make the NE 85th Street project viable. There was a suggestion that combining NE 85th with 164th would be an economy of scale benefit. The total would be \$629,000 instead of \$700,000 as recommended by the committee. After preliminary design is completed, and if additional funds are needed it would be appropriate to come back to the committee in the next round of funding.

Final list of project and program recommendations after discussion:

Union Hill Road widening (Phase 2) \$1,500,000
LEAP \$150,000
TDM demonstration \$600,000
NE 85th Street rechannelization \$329,000*
NE 65th Street & East Lake Sammamish Parkway intersection improvement \$375,000
West Lake Sammamish Parkway NE capacity improvements \$400,000
Redmond Way additional lanes \$570,000
164th Ave. NE rechannelization \$300,000 *

Total Recommendation \$4,224,000

*Combined projects

Ty Munger moved to approve the final list of projects and programs with the following notes: 1) If the City receives other funding for the Union Hill Road phase II project, such as Sound Transit, then the unused portion of business tax funds can be re-allocated to other projects, 2) The NE 85th Street and 164th Avenue NE 4-3 lane rechannelizations are combined into one project with one budget, and 3) West Lake

Sammamish Parkway is considered a high priority for future construction funds from the business tax; and Steve Whitescarver seconded the motion. There was a unanimous approval by the membership.

Don Cairns will arrange for a study session date with Council and committee members were encouraged to attend. Bill Blackburn as chair of the committee will be there and other members said that they would confirm when a date is set. After the study session, a recommendation to Council will be prepared and presented.

A wrap up meeting will be planned for conclusion of the committee's four year term. Mayor Ives and Council members will be invited to attend.